

## ***Proposals sought for strategies to reduce CMV-involved crashes, fatalities and injuries***

The Michigan Truck Safety Commission is requesting proposals from agencies interested in applying for a grant to propose strategies on how to reduce commercial motor vehicle-involved crashes, fatalities and injuries. Please reference ["Overview of OHSP Competitive Grant Award Process"](#) for an explanation of the process.

### **Background**

Nationally, one of every eight people who die on the nation's roadways is killed in a crash involving a heavy truck. Most are occupants of other vehicles or non-occupants, such as pedestrians and bicyclists. Another 130,000 people are injured in crashes with heavy trucks. Over the last two decades truck involvement in fatal crashes has declined by more than 50 percent as a function of vehicle miles traveled, from 5.0 per 100 million VMT in 1980 to 2.1 in 2001. Nevertheless, the rate is still much higher than the 1.3 rate for passenger vehicles. While heavy trucks are over-represented in fatal crashes, analysis of driver-related factors in crashes between large trucks and passenger vehicles indicates that passenger vehicle driver errors or other driver factors are cited in more than two-thirds of the crashes.

In 2004, there were 16,696 Commercial Motor Vehicle involved (CMV) reported traffic crashes, 3,040 injuries, and 129 fatalities in Michigan. CMV-involved crashes and injuries make up a fairly small percentage of the overall crashes and injuries, 4.5 percent and 3.0 percent respectively. CMV involved fatalities though, represent over 11 percent of fatalities. Since 1998 even though the total number of crashes, injuries and fatalities has declined, the percentage they represent of the total has remained constant. From 2000 to 2004 there has been little change in the number of commercial vehicle registrations but a 7 percent increase in the number of commercial driver licenses issued.

### **Purpose**

Via 'data analysis' identify key issues associated with CMV involved crashes, fatalities and injuries. This analysis should begin with and tie directly to the Michigan Truck Safety Commission (MTSC) Strategic Plan and the emphasis areas so defined. These include:

- Reduce fatigue-related crashes
- Strengthen the CDL program
- Increase knowledge on how CMV and cars can 'share the road'
- Improve maintenance of heavy trucks
- Identify and correct unsafe roadway infrastructure and operational characteristics
- Improve and enhance truck safety data
- Promote industry safety initiatives.

*\*A copy of the MTSC Strategic Plan is available from the OHSP website at: [www.michigan.gov/ohsp](http://www.michigan.gov/ohsp).*

All analysis, information and recommendations should contain reference to the MTSC mission:  
*To improve truck safety by providing Michigan's trucking industry and citizens of Michigan with effective educational programs, and by addressing significant truck safety issues.*

The grantee is encouraged to propose innovative strategies and solutions consistent with the four E's of traffic safety - Enforcement, Education, Engineering and Emergency Medical Services.

## **Deliverables**

The grantee will design and conduct a research effort designed to provide data driven strategies to reduce the incidence of crashes, fatalities and injuries involving Commercial Motor Vehicles. MTSC seeks high level guidance, recommendations for programs, and plans for implementation of these programs.

The research effort should review and analyze available Michigan data, including but not limited to, the following key areas:

- State crash data
- Commercial driver license information
- Roadway and infrastructure characteristics
- Current educational programs
- Current CMV legislation both on federal and state levels
- CMV inspection guidelines and regulations
- Driver hours of service rules
- Enforcement techniques and activities.

The research, analysis and recommendations should tie directly to the MTSC Strategic Plan and provide for a 'prioritization' of said recommendations that will have the largest potential impact to CMV safety.

- ❖ The grantee shall provide the MTSC with a detailed research plan within two (2) months of the grant award.
- ❖ The grantee shall provide the MTSC with a draft of the full report within 6 months after the grant award
- ❖ The grantee shall provide the MTSC with a final report 1 month after that (15 print copies and 1 electronic copy).

The report must include a detailed explanation of methodology used, including data sources.

The report should draw relevant parallels to national data and information.

The grantee will be required to present its findings at a future MTSC meeting.

## **Additional Specifications**

The grantee will be required to secure access to required Michigan and/or national 'data' in the categories outlined above and other related data as might be required for their research approach.

## **Due date**

All proposals for this project must be received at OHSP by May 1, 2006. Proposals may be submitted electronically in Adobe Acrobat or Microsoft Office format. If submitting paper copies, the candidate must submit 15 copies.

## **Contact information**

Please direct proposals and any questions about this grant opportunity to:

Steve Schreier

Roadway Safety Program Coordinator

Office of Highway Safety Planning

4000 Collins Road, P.O. Box 30633

Lansing, MI 48910-8133

(517) 333-5306

[schreies@michigan.gov](mailto:schreies@michigan.gov)

## **Overview of OHSP competitive grant award process**

In order to make the best use of scarce dollars and direct life-saving efforts for Michigan citizens, the Michigan Office of Highway Safety Planning (OHSP) may employ a competitive grant award process to award grants. A competitive grant award process may be employed when there is no clear single best source for a service that OHSP requires, or on occasions in which there are a variety of equally worthy approaches that a grantee might take to fulfill OHSP's needs. OHSP will award the grant to the candidate whose proposal represents the best value to the State of Michigan, combining a promising strategy with effective implementation at a reasonable cost.

OHSP is Michigan's primary traffic safety agency, whose mission is "to save lives and reduce injuries on Michigan roads through leadership, innovation, facilitation, and program support in partnership with other public and private organizations."

## **Project descriptions**

When seeking candidates for a prospective grant, OHSP will provide a description of the conditions under which proposals are being solicited. Such descriptions will include the background and purpose of the grant, necessary deliverables, any additional specifications, due date for proposals, and contact information for any inquiries.

## **Proposal guidelines**

Proposals should be concise, straightforward, and prepared simply and economically. Elaborate presentation and promotional materials are neither necessary nor desired. Proposals need not adhere to a specific format, although each should include:

- Contact information for the organization.
- An overview that demonstrates an understanding of the problem to be addressed.
- A narrative of planned activities to achieve the project objectives, including a detailed timeline of major tasks. This can include any special methods or details that the agency feels are relevant to the proposal. The timeline should include dates for any project deliverables.
- The capabilities, qualifications, and experience of the organization, including a listing of key personnel as relevant.
- A detailed budget for the proposal.

Any organization receiving a grant must agree to abide by the OHSP "Grant Management Requirements." A copy of the "Grant Management Requirements" is available by contacting our office. Following the selection of a successful proposal, the grantee must complete the formal grant application and review process through Michigan's web-based grant application to finalize grant details. All OHSP grants are administered on a reimbursement basis. All grant-related costs incurred are first paid by the grantee, the grantee submits reimbursement claims to OHSP, and then OHSP reimburses the grantee.

Proposals may be submitted electronically in Adobe Acrobat or Microsoft Office format. If submitting paper copies, the candidate must submit copies as specified in the Request for Proposals (RFP).

## **Selection Criteria**

Proposals will be evaluated based upon the demonstrated understanding of the problem, the merit of the proposed approach to addressing it, the quality of the team to participate, the capacity of the organization to support the work proposed, and the costs involved.

OHSP encourages proposals to explain the value of a particular approach or expertise, especially if it goes beyond what is required to fulfill the project description. If the project's purpose would be better served by changing or expanding the scope of the deliverables, a proposal can make that case; such a recommendation can come in addition to or instead of a response specific to the request for proposals, but no more than one alternative should be proposed. If an agency wishes to list its highest ranked team member in an advisory role, with another member as project director, a case can be made that the team has sufficient expertise and authority to carry out the project.

Please note that OHSP is not required to award this grant to the lowest price offer, but rather to the proposal meeting specifications that provides the best value to the State of Michigan. Given budget restraints, cost differences remain important in deciding between similar proposals.

OHSP will work closely with the grant recipient to ensure a successful project that will help improve traffic safety and save lives on Michigan roadways, responsive to evolving conditions at the local, state, and federal levels.